



NEVADA COUNTY TRANSPORTATION COMMISSION

Grass Valley • Nevada City • Nevada County • Truckee

MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director *Daniel B. Landon*

SUBJECT: Executive Director's Report for the November 16, 2011 Meeting

DATE: November 11, 2011

1. JOINT UNMET TRANSIT NEEDS WORKSHOP

A joint public workshop with staff from NCTC, Placer County Transportation Planning Agency, and the Tahoe Regional Planning Agency was held on November 3rd at 1:30 p.m. at the North Tahoe Conference Center in Kings Beach, CA. Approximately ten people attended the workshop and provided the following input on unmet transit needs in the Truckee and eastern Nevada County area:

- The need for a year-round fixed route service on State Route 267 between the Town of Truckee and Kings Beach. This request was made by several participants and has been the number one transit need expressed for the last several years.
- There is a need for out-of-area transportation to Auburn, Nevada City, Reno, and Sacramento for medical and/or county services.
- There was a request to develop a regional Social Services Transportation Advisory Committee that would address Resort Area Triangle social service transportation issues.
- There was a request to explore transportation options for youth, seniors, and other community members to provide access to after school programs and community programs. Youth who reside in Tahoe Donner have a difficult time accessing programs at the Truckee High School. Community members also indicated that transit services do not match the schedule for the majority of classes offered at the Sierra College campus in Truckee. Most students can get to classes, but cannot get home using public transportation.
- It was requested that transit operators explore increasing the frequency and hours of the fixed route transit systems because the limited hours of operation make it difficult for local residents to utilize the system as their primary mode of transportation.
- Consider expanding the service hours of Truckee Dial-A-Ride when funding permits. It is difficult to get a ride after 3:00 p.m. Additionally, Sunday service would improve the mobility of residents and seniors in Truckee.
- There is a stop on Estates Drive, but the location is not safe for seniors to wait since it is located on the edge of the highway. The need is to consider altering the route to pick up seniors at the Truckee Donner Senior Apartments.
- It was requested that the Town of Truckee Transit Service start earlier than 9:00 a.m.

- The addition of an earlier and a later run on the Tahoe Area Regional Transit bus between Tahoe City and the Town of Truckee would better accommodate work schedules.
- Fixed route transit service to Tahoe Donner and Glenshire subdivisions was requested.

These comments will be provided to the Town of Truckee for consideration in transit planning activities. Additionally, this information will be provided to LSC Transportation Consultants, Inc., the firm selected to conduct the Town of Truckee Mobility Needs Assessment study.

A public hearing will be scheduled to receive testimony on unmet transit needs in western Nevada County in January 2012.

2. U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA) IMPLEMENTATION OF NATIONAL OZONE STANDARDS

In late June, Commissioner Scofield, accompanied by Executive Director Landon, Supervisor Ted Owens, and consultant John Dunlap traveled to Washington, D.C. to meet with congressional representatives and U.S. EPA regarding the proposed implementation of the Ozone National Ambient Air Quality Standard (NAAQS), which would have combined western Nevada County with the Sacramento Metropolitan air quality area for the purposes of attaining improvements in the ozone emissions.

As noted in the July Executive Director's Report, the Nevada County contingent was well received by both congressional representatives and the U.S. EPA, and we expected to hear implementation policies and guidance regarding the potential changes in late July or early August. On September 2nd, President Barack Obama issued a statement saying that he had requested the U.S. EPA to withdraw consideration of the 2008 Ozone National Ambient Air Quality Standards. He based his decision on the importance of reducing regulatory burdens and regulatory uncertainty. This news indicated that, at least for the time being, western Nevada County would remain separate from the Sacramento air quality area.

On September 22nd, the attached letter from U.S. EPA Assistant Administrator Gina McCarthy was received. The letter indicates that U.S. EPA is moving ahead with certain required actions related to the 2008 standards, but will do so "mindful of the President's and Administrator's direction that in these challenging economic times, EPA should reduce uncertainty and minimize the regulatory burdens on state and local governments." The letter goes on to state that EPA expects to issue proposed changes to state recommendations later this fall. It also notes that based on review of ozone air quality data from 2008 through 2010, fifty-two areas exceed the proposed 0.075 ppm standard, and attached to the letter is a chart indicating the levels in those fifty-two areas. I believe it is important to note that the chart shows the Sacramento Metro area with a design value based on 2008 through 2010 data of 0.102 ppm, with a potential classification of "serious". The chart also shows Nevada County, western part, with a design value of 0.084 and a potential classification of "marginal". This indicates that based on the 2008 through 2010 data, Nevada County has a separate design value and potentially a separate classification from the Sacramento Metropolitan area.

While this is good news, the letter also indicates that the next regular review of "health and welfare science is well underway", and EPA will propose appropriate revisions to the NAAQS in the fall of 2013 and finalize those revisions in 2014.

While it appears that Nevada County, for the time being, will remain separate from the Sacramento Metropolitan area, and therefore not subject to the same restrictions that will apply to Sacramento, there will be continuing dialogue and discussion regarding appropriate air quality standards that will occur in the fall of 2013 and run into 2014.



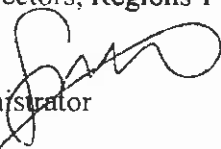
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

September 22, 2011

OFFICE OF
AIR AND SOIL ACTION

MEMORANDUM

TO: Air Division Directors, Regions 1 – 10

FROM: Gina McCarthy 
Assistant Administrator

SUBJECT: Implementation of the Ozone National Ambient Air Quality Standard

The purpose of this memorandum is to clarify for state and local air agencies the status of the ozone National Ambient Air Quality Standard (NAAQS) and to outline implementation steps moving forward. With the recent decision on the reconsideration of the ozone NAAQS, the current ozone NAAQS is 0.075 ppm. This standard will provide additional public health and welfare protection until the next regular review is completed, and EPA fully intends to implement this current standard as required under the Clean Air Act.¹

As I will describe below in more detail, EPA is moving ahead with certain required actions to implement the 2008 standard, but will do so mindful of the President's and Administrator's direction that in these challenging economic times EPA should reduce uncertainty and minimize the regulatory burdens on state and local governments. EPA is also continuing to implement and develop federal rules and other programmatic actions to reduce emissions that contribute to smog and improve air quality and public health across the nation.

Area Designations

EPA is proceeding with initial area designations under the 2008 standard, starting with the recommendations states made in 2009 and updating them with the most current, certified air quality data. We expect to issue our proposed changes to the states' recommendations (the "120-day letters") later this fall. We will quickly initiate and complete a rulemaking to establish nonattainment area classification thresholds so that we can finalize the designations. While we intend to take into consideration all comments we receive on the proposed rule, we note that we used a "percent above the standard" approach for classification under the 1997 ozone standard and believe that remains a reasonable approach.

¹ Note that the 2008 standard is under legal challenge. EPA has recently indicated to the Court that it does not object to the establishment of a briefing schedule in that litigation and has provided a schedule for the Court to consider.

Based on our initial review of ozone air quality data from 2008-2010, 52 areas monitor air quality that exceeds the 0.075 ppm standard. This preliminary review shows considerably fewer areas not meeting the 2008 standard than the number identified in 2009 when states made their recommendations. Using the "percent above the standard" classification approach, 43 of the 52 areas would fall into the Marginal category. As you know, many of the mandatory measures under the Clean Air Act are not required for Marginal areas since they are expected to achieve attainment within 3 years. In addition, EPA's modeling indicates that approximately half of the 52 areas would attain the 0.075 ppm standard by 2015 (the expected attainment deadline for Marginal areas) as a result of the emission-reducing rules already in place.

Because we have states' 2009 recommendations and quality assured ozone data for 2008-2010, there is nothing that state or local agencies need to do until we issue the 120-day letters later this year, though of course, states are welcome to contact us to discuss specific issues at any time. We expect to finalize initial area designations for the 2008 ozone NAAQS by mid-2012. However, we note that EPA currently faces litigation with respect to the timing of the designations and expects that the resolution of the litigation may well affect the precise timing of the schedule for designations.

Planning Requirements and Other Required Submissions

We will begin an expedited rulemaking to outline the implementation requirements for the 2008 standard in the very near future. The rule will be as straightforward and simple as we can make it. As you know, the Clean Air Act provides several years for states to develop their State Implementation Plans (SIPs) and to implement any mandatory measures. However, several deadlines for some state submissions have already passed, including the infrastructure SIPs and interstate transport SIPs. There are few requirements for Marginal areas beyond those SIPs.

EPA does not intend to penalize states for the passage of time, but we may also face litigation on these issues. In negotiating schedules for expeditious completion of required elements, we will seek to minimize any administrative burden on states associated with these requirements. To the extent that states are already engaged or would like to get started with clean air programs to address the standard, we will provide assistance with guidance and model language on rules or other programs, such as energy efficiency.

Federal Actions to Reduce Emissions

EPA will continue to move forward with implementation and development of federal rules that reduce emissions of pollutants that contribute to smog and threaten public health. These actions include recently promulgated rules that lower NO_x and VOC emissions such as the Cross-State Air Pollution Rule (CSAPR), the Portland Cement Rule, and Light and Heavy Duty Vehicle standards. They also include rules under development such as the Maximum Achievable Control Technology (MACT) standards for Boilers, the Mercury and Air Toxics Standards (MATS) for power plants, the New Source Performance Standards (NSPS) for Commercial Incinerators/Solid Waste Incinerators (CISWI) and the Oil/Gas sector, and the Tier 3 vehicle and fuel standards. These federal actions will ensure steady forward progress to clean up the nation's air and protect the health of American families, while minimizing and in many cases eliminating the need for states to use their scarce resources on local actions.

The Next Ozone Review

The next regular review of the health and welfare science is well underway. EPA will propose any appropriate revisions in the fall of 2013 and finalize any revisions to the standard in 2014. Attached to this memorandum is a schedule that lays out the upcoming steps in that review.

I hope this memorandum has answered some of the most immediate questions. Please distribute this memo to state and local air agencies in your Region. We will be providing opportunities for further discussion and questions with state and local officials in the coming weeks.

Attachment

Ozone NAAQS Review Schedule

Stage of review	Major milestones	Schedule
Integrated Science Assessment (ISA)	1 st Draft ISA CASAC and public review 1 st Draft ISA 2 nd Draft ISA CASAC and public review of 2 nd Draft ISA Final ISA	Mar 2011 May 19-20, 2011 Sept 2011 Dec 15-16, 2011 Feb/Mar 2012
Risk/Exposure Assessments (REAs)	Scope and Methods Plans CASAC consultation and public review of Scope and Methods Plans 1 st Draft REAs CASAC and public review 1 st Draft REAs 2 nd Draft REAs CASAC and public review 2 nd Draft REAs Final REAs	Apr 2011 May 19-20, 2011 Feb/Mar 2012 May 2012 Nov 2012 Jan/Feb 2013 Apr 2013
Policy Assessment (PA) and Rulemaking	1 st Draft PA CASAC and public review 1 st Draft PA 2 nd Draft PA CASAC and public review 2 nd Draft PA Final PA Proposed Rule Final Rule	Apr 2012 May 2012 Dec 2012 Jan/Feb 2013 May 2013 Oct 2013 July 2014

EPA has done a preliminary review of ozone air quality data from 2008-2010. Below is EPA's initial estimate of areas exceeding the 2008 ozone standard of 0.075 ppm, based on those data. Of the 52 areas listed below, 44 areas are current nonattainment or maintenance areas that already have taken significant steps to address ozone pollution and 8 areas would be new to the process. The actual nonattainment areas will be determined through the designations process, which will include extensive input and review by the states and an opportunity for public comment.

Area*	Design Value 2008-2010 (ppm)	Potential Classification under 0.075 ppm ozone standard**	Current Designation Status for 1997 ozone NAAQS
Los Angeles South Coast Air Basin, CA	0.112	Serious	Nonattainment
San Joaquin Valley, CA	0.104	Serious	Nonattainment
☆- Sacramento Metro, CA	0.102	Serious	Nonattainment
Los Angeles-San Bernardino Cos (W Mojave), CA	0.099	Moderate	Nonattainment
Riverside Co, (Coachella Valley), CA	0.095	Moderate	Nonattainment
Baltimore, MD	0.089	Moderate	Nonattainment
San Diego, CA	0.088	Moderate	Nonattainment
Dallas-Fort Worth, TX	0.086	Moderate	Nonattainment
Ventura Co, CA	0.086	Moderate	Nonattainment
San Luis Obispo-Paso Robles, CA	0.084	Marginal	Attainment
Houston-Galveston-Brazoria, TX	0.084	Marginal	Nonattainment
☆- Nevada Co. (Western Part), CA	0.084	Marginal	Nonattainment
New York-N. New Jersey-Long Island,NY-NJ-CT	0.084	Marginal	Nonattainment
Amador and Calaveras Cos (Central Mtn), CA	0.083	Marginal	Nonattainment
Kern Co (Eastern Kern), CA	0.083	Marginal	Nonattainment
Mariposa and Tuolumne Cos (Southern Mtn), CA	0.083	Marginal	Nonattainment
Philadelphia-Wilmington-Atl. City, PA-NJ-MD-DE	0.083	Marginal	Nonattainment
Charlotte-Gastonia-Rock Hill, NC-SC	0.082	Marginal	Nonattainment
Pittsburgh-Beaver Valley, PA	0.081	Marginal	Nonattainment
Washington, DC-MD-VA	0.081	Marginal	Nonattainment
Red Bluff, CA	0.080	Marginal	Attainment
San Francisco Bay Area, CA	0.080	Marginal	Nonattainment
Atlanta, GA	0.080	Marginal	Nonattainment
Chico, CA	0.079	Marginal	Nonattainment
Cincinnati-Hamilton, OH-KY-IN	0.079	Marginal	Maintenance
Reading, PA	0.079	Marginal	Maintenance
Greater Connecticut, CT	0.079	Marginal	Nonattainment
Boston-Lawrence-Worcester (E. Mass), MA	0.078	Marginal	Nonattainment
Imperial Co, CA	0.078	Marginal	Nonattainment
Sublette County, WY - COUNTY	0.078	Marginal	Attainment
Baton Rouge, LA	0.078	Marginal	Nonattainment
Denver-Boulder-Greeley-Ft Collins-Love., CO	0.078	Marginal	Nonattainment
Sheboygan, WI	0.078	Marginal	Nonattainment
Columbus, OH	0.077	Marginal	Maintenance

Area*	Design Value 2008-2010 (ppm)	Potential Classification under 0.075 ppm ozone standard**	Current Designation Status for 1997 ozone NAAQS
Knoxville, TN	0.077	Marginal	Maintenance
Lancaster, PA	0.077	Marginal	Maintenance
Phoenix-Mesa, AZ	0.077	Marginal	Nonattainment
Springfield (Western MA), MA	0.077	Marginal	Nonattainment
Cleveland-Akron-Lorain, OH	0.077	Marginal	Maintenance
Jamestown, NY	0.077	Marginal	Nonattainment
St. Louis, MO-IL	0.077	Marginal	Nonattainment
Allentown-Bethlehem-Easton, PA	0.076	Marginal	Maintenance
Greensboro--Winston-Salem--High Point, NC	0.076	Marginal	Attainment
Greenville-Spartanburg-Anderson, SC	0.076	Marginal	Attainment
Gulfport-Biloxi-Pascagoula, MS	0.076	Marginal	Attainment
Las Vegas, NV	0.076	Marginal	Nonattainment
Memphis, TN-AR	0.076	Marginal	Maintenance
Nashville-Davidson-Murfreesboro-Columbia, TN	0.076	Marginal	Attainment
Richmond-Petersburg, VA	0.076	Marginal	Maintenance
Santa Barbara-Santa Maria-Goleta, CA	0.076	Marginal	Attainment
Sutter Co (Sutter Buttes), CA	0.076	Marginal	Nonattainment
Providence (All RI), RI	0.076	Marginal	Nonattainment

*Generally, the area descriptions in this table refer to metropolitan areas. Precise area boundaries will be established through the designations process.

**EPA will establish classification thresholds through notice-and-comment rulemaking. Listed in this table are the classifications that would result from the "percent-above-standard" approach EPA used for the 1997 NAAQS. These thresholds are: Marginal 0.076 up to 0.086 ppm; Moderate 0.086 up to 0.100 ppm; Serious 0.100 up to 0.113 ppm; Severe 0.113 up to 0.175; and Extreme 0.175 ppm and up.